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and the Aroostook Potato Growers' Association was obviously written before the former organization (which by the way was not a truly co-operative association) failed and went to pieces, and before the latter was indicted by a federal grand jury on a charge of conspiracy to violate the Sherman Anti-trust act.

The different papers contain price tables of considerable interest, and numerous charts and two illustrations materially supplement the text. As a matter of the mere mechanics of chart-making, however, it may be suggested that the close cross-sectioning and light lining of the diagrams on pp. 31 and 32 render them almost illegible. Also the chart on p. 70 would tell its story much more vividly if it had been so drawn as to run from August to August instead of being made on the basis of the calendar year. It seems also that an error has slipped into the calculation on p. 72, following Table IV. I should differ from Mr. Thompson's conclusion that the farmer receives 45.5 per cent of the selling price of his poultry. In that computation no allowance was made for shrinkage, as shown in the table which precedes, and upon which it is supposed to be based. Thus a five-pound chicken, which pays the producer 45.5 cents, dresses approximately four and one-half pounds, sells for 89 cents, and yields 51.1 per cent of its retail price to the grower.

It is to be hoped that this volume will be followed in due season by other studies of a similar sort. Much may be hoped from intensively cultivating the local field and extensively reaching out to show the relationships of Minnesota markets with the various markets with which they have contact.

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*The Panama Canal and International Trade Competition.* By LINCOLN HUTCHINSON. New York: Macmillan, 1915. 8vo, pp. x+283. \$1.75 net.

A good book on a live topic by a recognized authority is the best way to describe this volume. Its object is to show the probable commercial influences of the Canal, by presenting the basic forces and tendencies which must affect the trade of the areas concerned. This is accomplished by a discussion of seven main topics: the influence of the Canal on shipping routes; trade conditions in the Pacific countries; trade conditions in the Atlantic countries; important aspects of recent trade movement; classes of exports to the Pacific countries; important details about each

class of these exports; and details of imports from the Pacific countries. A final chapter presents the author's conclusions as to the effects of the Canal on trade competition in the Pacific markets, particularly as it will concern the United States. There are: an appendix, with tables to supplement the discussion of routes; a map of main ocean routes; and an elaborate index, covering 20 pages and making the book very useful for quick reference.

The book is not intended for light reading, but is literally jammed with facts and figures for serious consideration. Thus the elaborate tables, showing the details of trade between the Pacific countries and the great trade competitors, United States, United Kingdom, Germany, and France, are well worth the most careful study for the sake of the trade tendencies which they reveal. In fact, as a source of information about the trade of Pacific regions this book stands alone—is incomparably superior to any other.

Among the notable conclusions to be drawn from facts presented are: that in Southeastern Asia little expansion of United States trade is likely to result directly from the opening of the Canal route; that United States textiles probably will not figure much more prominently than now in most of the Pacific markets; that the development of transportation facilities in Pacific countries represents one of the greatest prospects for investing capital and furnishing materials from the United States. Obviously items of this sort—and the book is full of them—are invaluable to every trader. The sane point of view, the simple presentation, and the thorough analysis of facts throughout leave only the most trivial points to which exception might be taken.

Everyone interested in trade expansion will find the book indispensable to a thorough understanding of Pacific commerce and of what the Canal means to the different countries interested.

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*The Public Schools and Women in Office Service.* By the Department of Research, Women's Educational and Industrial Union, Boston Massachusetts. Prepared under the direction of MAY ALLINSON. Boston, 1914. 8vo, pp. xv+187. \$0.80 net.

The Commission on National Aid to Vocational Education, reporting in 1914, recommended that more definite research be done to supply information needed in the training of commercial workers. In response to that